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SPA-FRANCORCHAMPS

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**2023 4 HOURS OF SPA-FRANCORCHAMPS RACE
WINNERS ALGARVE PRO RACING**



**SARAH BOVY AND RAHEL FREY CELEBRATE
VICTORY IN IMOLA IN STYLE**



New august date for ELMS visit to Spa-Francorchamps

Since 2016 the Circuit de Spa-Francorchamps has traditionally hosted the European Le Mans Series in September, but in a change the 4 Hours of Spa-Francorchamps will now launch the second half of the season. All eyes will be on Belgian driver Sarah Bovy after she and her Iron Dames team took their first ELMS LMGT3 victory of the season last month in Imola. For the fourth round of the 2024 ELMS season the grid will, once again, consist of 43 entries. There are 22 LMP2 cars, 14 in LMP2 and 8 in LMP2 Pro/Am, forming the largest gathering of the class of Le Mans Prototypes anywhere in the world. In addition, there are 10 LMP3s and 11 LMGT3s ready to do battle on the longest circuit on the ELMS calendar.

The 128 drivers and 28 teams will represent 32 different nations from all corners of the globe.

The LMP2 driver's list is an impressive array of champions and race winners from every disciple of motor sport with top international drivers such as Robert Kubica, Felipe Drugovich, Louis Deletraz, Paul Di Resta, Frederik Vesti, Will Stevens, Filipe Albuquerque and many others, the ELMS LMP2 grid is the most competitive in the history of the series. LMP2 is the leading class for drivers rated as silver, gold or platinum, with all teams choosing to use the Oreca 07 chassis powered by the Gibson V8 engine. LMP2 Pro/Am teams use the same cars as LMP2, but the driver line up must feature at least one bronze rated driver, who must also take part in qualifying on Saturday afternoon. The LMP2 cars are identified by a dark blue number panel, whereas LMP2 Pro/Am cars have a light blue number panel.

The championship standings are incredibly tight with the winners of the 4 Hours of Le Castellet, Sebastien Alvarez, Vlad Lomko and Tom Dillmann, in the lead on 45 points in the no43 Inter Europol Competition Oreca-Gibson, five points ahead of the winners from last race Manuel Maldonado, Charles Milesi and Arthur Leclerc in the no65 Paris Racing Oreca-Gibson.

The no29 Richard Mille by TDS Oreca-Gibson holds a slim 3-point advantage in the LMP2 Pro/Am class after Gregoire Saucy, Mathias Beche and Rodrigo Sales finished third in Italy and victory in Le Castellet, with reigning champions Francois Perrodo and Matthieu Vaxiviere, with teammate Alessio Rovera, closing the gap in the no83 AF Corse Oreca.

LMP3 is the junior Le Mans Prototype category with teams choosing to use either the Ligier JS P320 or Duqueine M30-D08 chassis, all powered by the same Nissan V8 engine. The driver line ups on the 10-car strong LMP3 grid are a mixture of professional and amateur drivers, with many of the stars of the future choosing to compete in LMP3 as the first step on the long ladder to the 24 Hours of Le Mans. The number panel on an LMP3 car is purple.

Adam Ali and Matt Bell became the third different winners, taking the chequered flag in the no11 Eurointernational Ligier-Nissan at the end of the 4 Hours of Imola to lead the championship standings by 3-points. Round 2 winners RLR M Sport, with drivers Michael Jensen, Gael Julien and Nick Adcock, head to Belgium in second spot.

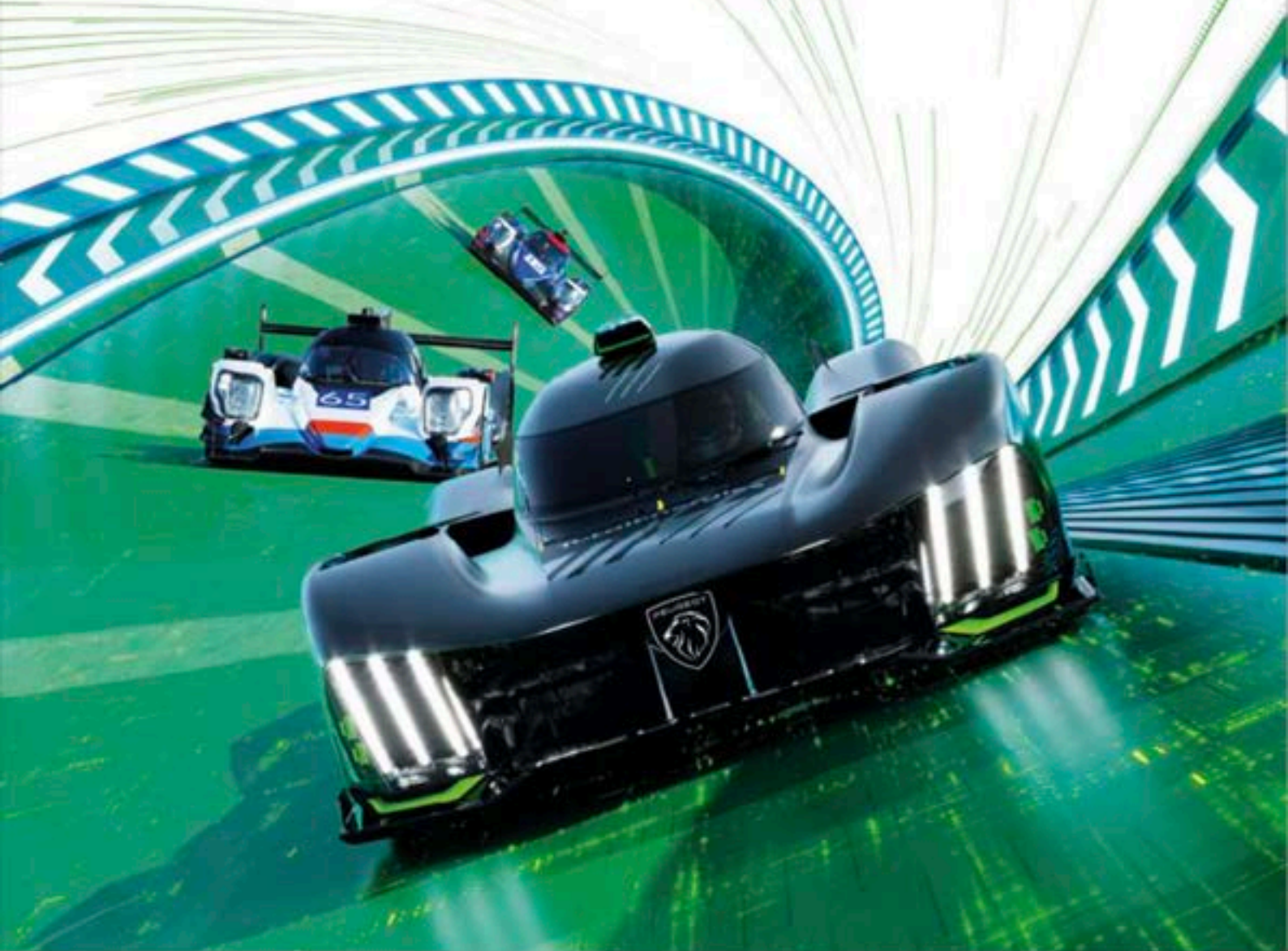
Eleven cars will contest the LMGT3 category and will see Ferrari, Aston Martin, Porsche, and Lamborghini go head-to-head. With three podium finishes Italian team Iron Lynx leads the points standings with Hiroshi Hamaguchi, Axcil Jefferies and Andrea Caldarelli on 48 points in the no63 Lamborghini Huracan. The no59 Racing Spirit of Lemans Aston Martin Vantage of Valentin Hasse Clot, Derek Deboer and Casper Stevenson is second on 41 points after finishing second in Imola.

Belgium's Sarah Bovy and her Iron Dames teammates, Rahel Frey and Michelle Gatting, travel to Spa-Francorchamps on a high after winning the LMGT3 category in Imola. Bovy has also secured three pole positions from three attempts so far and the no85 Iron Dames Porsche is in third overall on 40 points. The open paddock extends a warm welcome to all the fans and invites them to get up close to the cars and drivers while continuing to demonstrate the professionalism that surrounds top level endurance racing.

We hope you will enjoy the 4 Hours of Spa-Francorchamps, Round 4 of the 2024 European Le Mans Series.

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4 HOURS OF
SPA-FRANCORCHAMPS

 BELGIUM — **AUGUST 25**



**SPA-FRANCORCHAMPS
TRACK**

Built in 1921

Total length

7.004 KILOMETERS

Track width:

BETWEEN 11 & 14 METERS

Longest straight:

770 KILOMETERS

Pit lane:

386.60 METERS



19 TURNS



10 Left turns



9 Right turns

ELMS RESULTS 2023

#25

ALGARVE PRO RACING

K. Simpson - J. Allen - A. Lynn | Oreca 07 - Gibson

#37

COOL RACING

A. Coigny - M. Jakobsen - N. Lapierre | Oreca 07 - Gibson

#17

COOL RACING

A. Chila - M. Siebert - A. Garcia | Ligier JS P320 - Nissan

#60

IRON LYNX

C. Schiavoni - M. Cressoni - M. Cairoli | Porsche 911 RSR - 19

2023 POLE POSITION BY CATEGORY

LMP2 - 2:03.564

#25 ALGARVE PRO RACING

K. Simpson - J. Allen - A. Lynn | Oreca 07 - Gibson

PRO/AM - 2:05.221

#34 RACING TEAM TURKEY

S. Yoluç - C. Eastwood - L. Delétraz | Oreca 07 - Gibson

LMP3 - 2:11:285

#8 TEAM VIRAGE

M. Jensen - N. Adcock - M. Espirito Santo | Ligier JS P320 - Nissan

LMGT3 - 2:17.385

#16 PROTON COMPETITION

R. Hardwick - Z. Robichon - A. Picariello | Porsche 911 RSR - 19

 **ADRESSE**

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THE RACE

WEEK-END

THURSDAY

PRIVATE TESTS
FOR ALL CATEGORIES

FRIDAY

FREE PRACTICE 1
90 MIN FOR ALL CATEGORIES

BRONZE DRIVER COLLECTIVE TESTS
30MIN SESSION DEDICATED FOR
BRONZE DRIVERS

SATURDAY

FREE PRACTICE 2
90 MIN FOR ALL CATEGORIES

QUALIFYING SESSIONS
10MIN FOR EACH CATEGORIES

 [LIVE STREAM ON YOUTUBE](#)

SUNDAY

4 HOURS RACE
AND PODIUM CEREMONIES
FOR EACH CATEGORIES

 [LIVE STREAM ON YOUTUBE](#)

TIMETABLE PROLOGUE

TUESDAY 20 AUGUST 2024

14:00	18:00	ELMS	ADMINISTRATIVE CHECKS	F1 pitbuilding - 1 st floor - room 129	
14:00	18:00	Michelin Le Mans Cup	ADMINISTRATIVE CHECKS	F1 pitbuilding - 1 st floor - room 129	
16:00	18:00	ELMS	MANDATORY SCRUTINEERING	Scrutineering bay - garages 1 & 2	
18:30	21:00	ALL SERIES	TRACK WALK	Track	150'

WEDNESDAY 21 AUGUST 2024

08:00	15:30	Michelin Le Mans Cup	MANDATORY SCRUTINEERING	Scrutineering bay - yellow paddock	
08:30	15:30	Michelin Le Mans Cup	ADMINISTRATIVE CHECKS	F1 pitbuilding - 1 st floor - room 129	
09:00	10:55	ELMS	COLLECTIVE TEST ORGANISED BY THE PROMOTER	Track	115'
11:00	11:55	Michelin Le Mans Cup	COLLECTIVE TEST ORGANISED BY THE PROMOTER	Track	55'
11:00	17:00	ELMS	ADMINISTRATIVE CHECKS	F1 pitbuilding - 1 st floor - room 129	
12:00	13:00	Track break			60'
13:00	15:55	ELMS	COLLECTIVE TEST ORGANISED BY THE PROMOTER	Track	175'
16:00	17:55	Michelin Le Mans Cup	COLLECTIVE TEST ORGANISED BY THE PROMOTER	Track	155'
18:05	18:45	ELMS	EXTRICATION EXERCISE	Pit Lane	
18:05	20:05	ELMS	SCRUTINEERING OPEN	Scrutineering bay - garages 1 & 2	

THURSDAY 22 AUGUST 2024

08:00	13:00	Michelin Le Mans Cup	MANDATORY SCRUTINEERING	Scrutineering bay - yellow paddock	
08:00	18:00	ELMS	MANDATORY SCRUTINEERING	Scrutineering bay - garages 1 & 2	
13:00	18:00	Ligier European Series	ADMINISTRATIVE CHECKS	Organisation office	
14:00	18:00	Ligier European Series	MANDATORY SCRUTINEERING	Scrutineering bay - yellow paddock	
17:00		ELMS	TEAM MANAGERS & DRIVERS BRIEFING	Briefing Room - room 132	
17:00	20:00	ALL SERIES	TRACK WALK	Track	180'
18:00		Michelin Le Mans Cup	TEAM MANAGERS & DRIVERS BRIEFING	Briefing Room - room 132	
19:00		Ligier European Series	TEAM MANAGERS & DRIVERS BRIEFING	Briefing Room - room 132	
19:00	21:00	ELMS	SCRUTINEERING OPEN	Scrutineering bay - garages 1 & 2	

TIMETABLE

FRIDAY 23 AUGUST 2024

07:45	08:15	ELMS	TIMEKEEPING CHECKS	Track	
08:00	08:30	ELMS	PIT LANE MARSHALS MEETING	Briefing Room - room 132	30'
08:00	09:00	Michelin Le Mans Cup	SCRUTINEERING OPEN	Scrutineering bay - yellow paddock	
08:15		ELMS	MEDICAL INSPECTION LAPS	Track	
08:30		ELMS	RACE DIRECTOR INSPECTION LAPS	Track	
09:00	09:40	Ligier European Series	FREE PRACTICE 1	Track	40'
09:50	10:50	Michelin Le Mans Cup	FREE PRACTICE 1	Track	60'
10:00	11:00	Ligier European Series	SCRUTINEERING OPEN	Scrutineering bay - yellow paddock	
11:00	12:30	ELMS	FREE PRACTICE 1	Track	90'
12:30	13:15	Track break			45'
13:15	13:55	Ligier European Series	FREE PRACTICE 2	Track	40'
14:05	14:45	Michelin Le Mans Cup	BRONZE DRIVER COLLECTIVE TEST	Track	40'
14:55	15:25	ELMS	BRONZE DRIVER COLLECTIVE TEST	Track	30'
15:35	15:50	Ligier European Series	QUALIFYING SESSION 1	Track	15'
15:55	16:10	Ligier European Series	QUALIFYING SESSION 2	Track	15'
16:20	17:20	Michelin Le Mans Cup	FREE PRACTICE 2	Track	60'
17:00	18:00	Ligier European Series	SCRUTINEERING OPEN	Scrutineering bay - yellow paddock	
17:20	18:20	Michelin Le Mans Cup	REFUELING AND TYRES CHANGE TEST	Track	60'
17:25	17:55	Safety Car Exercise		Track	30'
18:00	21:00	ELMS	SCRUTINEERING OPEN	Scrutineering bay - garages 1 & 2	

TIMETABLE

SATURDAY 24 AUGUST 2024

07:45	08:15	ELMS	TIMEKEEPING CHECKS	Track	
08:00	09:00	ELMS	SCRUTINEERING OPEN	Scrutineering bay - garages 1 & 2	
08:15		ELMS	MEDICAL INSPECTION LAPS	Track	
08:30		ELMS	RACE DIRECTOR INSPECTION LAPS	Track	
09:00	10:00	Michelin Le Mans Cup	SCRUTINEERING OPEN	Scrutineering bay - yellow paddock	
09:05	10:05	Ligier European Series	RACE 1	Race 1	60'
10:15	11:45	ELMS	FREE PRACTICE 2	Track	90'
11:55	12:10	Michelin Le Mans Cup	QUALIFYING SESSION - GT3	Track	15'
12:20	12:35	Michelin Le Mans Cup	QUALIFYING SESSION - LMP3	Track	15'
12:50		Michelin Le Mans Cup	PRESS CONFERENCE	Media Centre	
12:50	13:50	Ligier European Series	RACE 2	Race 2	60'
14:00	14:15	ELMS	QUALIFYING SESSION - LMGT3	Track	15'
14:10		Ligier European Series	PRESS CONFERENCE	LES Paddock	
14:25	14:40	ELMS	QUALIFYING SESSION - LMP3	Track	15'
14:50	15:05	ELMS	QUALIFYING SESSION - LMP2 PROAM	Track	15'
15:15	15:30	ELMS	QUALIFYING SESSION - LMP2	Track	15'
15:45		ELMS	QUALIFYING PRESS CONFERENCE	Media Centre	
16:05	17:55	Michelin Le Mans Cup	RACE	Race 3	110'
18:10		ELMS	PITWALK		60'
18:10		Michelin Le Mans Cup	PRESS CONFERENCE	Media Centre	
18:10		Michelin Le Mans Cup	PADDOCK DISMANLING ALLOWED	Paddock	
18:10		Ligier European Series	PADDOCK DISMANLING ALLOWED	Paddock	
18:25		ELMS	TOP 4 STARTING DRIVERS OF EACH CATEGORY	Briefing Room - room 132	30'
19:00	21:00	ALL SERIES	TRACK WALK	Track	120'

TIMETABLE

SUNDAY 25 AUGUST 2024

08:30	09:30	ELMS	SCRUTINEERING OPEN	Scrutineering bay - garages 1 & 2	
09:15	09:30	ELMS	TIMEKEEPING CHECKS	Track	
09:30		ELMS	MEDICAL INSPECTION LAPS	Track	
09:45		ELMS	RACE DIRECTOR INSPECTION LAPS	Track	
09:00	10:00	ELMS	PITWALK		60'
09:20	09:50	ELMS	AUTOGRAPH SESSION		
10:20		ELMS	PITS OPEN		5'
10:25		ELMS	PITS CLOSED		
11:21		ELMS	1' BOARD		
11:22		ELMS	GREEN FLAG	2 formation laps	
11:30	15:30	ELMS	RACE	Race 4	4h
12:30			MOTO TRIAL SHOW - SARAH LEZITO	Fan Zone	
15:00			MOTO TRIAL SHOW - SARAH LEZITO	Fan Zone	
15:45		ELMS	PRESS CONFERENCE	Media Centre	

	Free Practice	Qualifying	Race
ELMS	Bronze test 30' + 2 x 90'	4 x 15' (gap 10')	4h
Michelin Le Mans Cup	Bronze test 40' + 2 x 60'	2 x 15' (gap 10')	1h50
Ligier European Series	2x40'	2 x 15' (gap 5')	2 x 60'

PLATINIUM DRIVER

GOLD DRIVER

SILVER DRIVER

BRONZE DRIVER

The initial categorisation is based on the **driver's age** and **career record**. This may be adjusted in subsequent seasons according to the recorded **race pace** and **results** of the series.

LMP2

A crew of 2 or 3 drivers must include at least one Silver or Bronze driver.

Two Platinum drivers can't be entered in the same line up.

LMP2 PRO/AM

A crew of 2 or 3 drivers must include at least one Bronze driver. Two Platinum drivers cannot be entered in the same line up.

LMP3

A crew of 3 drivers must be made of as the following :

- 1 Gold and 2 Bronze drivers
- 2 Silver and 1 Bronze drivers
- 3 Bronze or Silver (*including 1 Bronze minimum*)

A crew of 2 drivers must be made of as the following :

- 1 Bronze and 1 Silver drivers - 2 Bronze drivers

LMGT3

A crew of 2 or 3 drivers must include at least one Bronze and one Silver driver or two Bronze drivers.

RANKING SYSTEM

POLE POSITION

An additional point is awarded, at each competition, to the «pole position» team in each category (best time achieved by the car in each category during qualifying

with the exception of additional cars), as well as to all the drivers making up the crew of the car concerned.

POINT AWARDED AT EACH RACE

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
25pts	18pts	15pts	12pts	10pts	8pts	6pts	4pts	2pts	1pts

LMP2

ELMS TOP CLASS

The LMP2 is a racing car with no production minimum required. It allows teams, as well as drivers, to gradually progress to the highest level. It is a closed cockpit car, destined only to teams independent of manufacturers

LE MANS PROTOTYPE 2

and/or engine suppliers. Because of their superior performances and level of technological development, they have a star status within endurance racing.

Engine: **GIBSON TECHNOLOGY
ENGINES 4,2L V8**

Fuel tank capacity: **75 LITERS**

Race number background: **BLUE** **00**



Tyres:
GOODYEAR

Gearbox:
6 gears

Minimum weight:
930KG

Carbon brake discs:
15" (380mm)

PRO/AM

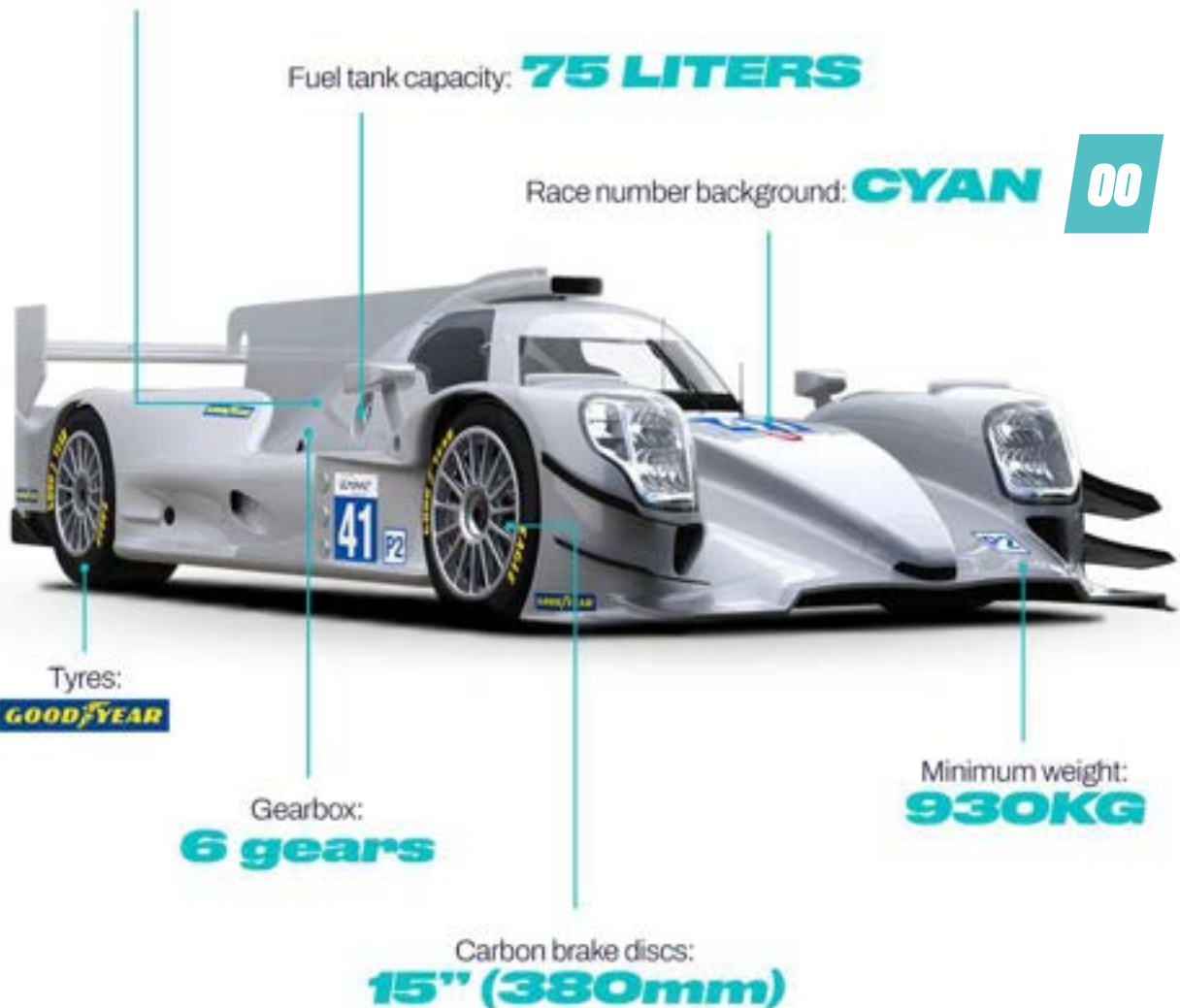
ELMS TOP CLASS

In 2021, the LMP2 grid included a separate trophy and title for competitors whose cars included a bronze driver in their line-up. This was known as LMP2 Pro/Am. In a

LE MANS PRO/AM

change for the 2023 season the LMP2 Pro/Am category will be run as a separate class.

Engine: **GIBSON TECHNOLOGY
ENGINES 4,2L V8**



LMP3

INTRODUCED IN 2015

LE MANS PROTOTYPE 3

The LMP3 class was introduced by the Automobile Club de l'Ouest (ACO) in 2015 and 2020 will mark the introduction of the new generation of LMP3. Four

manufacturers have been selected to help the ACO take the class forward: Ligier, Duqueine Engineering, Ginetta and Adess.

Engine: **NISSAN
VK 56**

Full tank capacity: **100
LITERS**

Race number background: **PURPLE** **00**



Tyres:



Gearbox:

6 GEARS

Minimum weight:

950KG

Steel discs:

355.6MM

LMGT3

INTRODUCED IN 2024

The LMGT3 category, known as Le Mans Cup Grand Touring Car, is a set of regulations maintained by the ACO and the FIA for Grand Tourer race cars designed

LE MANS GRAND TOURISME 3

for use in the ACO/FIA motor racing series. LMGT3 cars are based on production road car models that are built and sold at the time of homologation.

Fuel tank Capacity:

120 LITERS

Engine: **DEPENDENDING**

ON THE PRODUCTION CAR

Gearbox:

6 GEARS



Minimum weight:

1200KG

Race number background:

ORANGE

00

ROBERT KUBICA THE CONSUMMATE ALL ROUNDER

Poland's Robert Kubica has excelled at several genres of motorsport, winning in Karts, Junior Single Seaters, F1, WRC2 and now he has made his mark in Endurance by winning the ELMS LMP2 title in 2021 and the FIA WEC LMP2 crown last season.

The 39-year-old driver won six karting titles before switching to cars in 2001. Success soon followed with the Vice Champions title in the 2002 Formula Renault 2.0 Italy and the runners up spot in the 2004 and 2005 Macau F3 Grand Prix.

In 2005 Kubica took his first championship title in a car, winning the Formula Renault 3.5 Series. This led to him securing a seat in the BMW Sauber F1 Team the following season, taking a single podium from the six races he competed in. In 2008 Robert Kubica joined the ranks of the Formula 1 race winners after securing victory at the Canadian Grand Prix in a 1-2 for the BMW Sauber F1 team.

A move to the world of rally in 2011 nearly ended before it began with a crash on the

Ronde di Andora rally left the Pole with serious injuries. Robert Kubica returned to competitive driving and secured the 2013 WRC2 title, with five wins from seven starts.

After a couple of seasons back in F1 with Williams and Alfa Romeo, Kubica turned his attention to endurance, winning his first ever ELMS race in 2021 at Barcelona and going on to win the LMP2 crown with Louis Deletraz and Yifei Ye for Orlen Team WRT.

After winning the LMP2 title with Team WRT in the 2023 FIA World Endurance Championship, Robert Kubica has stepped up to the Hypercar category, racing an AF Corse run Ferrari 499P. He also returns to the ELMS with the AO by TF team alongside his fellow ELMS champion Louis Deletraz and Britain's Jonny Edgar.



How has the first half of the season gone for you and the team? What lessons have you learnt from the first three races as we start the second half here in Spa-Francorchamps?

Robert Kubica: "Well, the first half of the season, I would say, has seen some up and downs. Of course, we, together with our team and Louis, who I know from 2021 and with Johnny, we entered the ELMS. It was my comeback with high expectations and with maximum focus as it requires for this championship. Nothing is taken for granted and nothing comes for free.

"We started the season in Barcelona. Unfortunately, the race didn't go our way, not necessarily because of our mistakes. Then Paul Ricard, which was a tough weekend for us, where we finished on the podium, but just because of a bit of luck and issues for other teams.

"In Imola we finished P2, so we had two podiums out of three races, which is, of course, very good. This puts us in the fight for the championship and in a good position for upcoming races. But, as everyone knows, this year the ELMS field is extremely competitive.

"There have been some ups and downs, but the results have been quite rewarding, and let's hope we can continue this way."

The last time you raced at Spa-Francorchamps in the ELMS in 2021 you won with your current teammate Louis Deletraz and your FIAWEC Hypercar teammate Yifei Ye. What are your thoughts on the circuit here at Spa-Francorchamps and what is your favourite part of the track?

RK: "I have some good memories from the ELMS in 2021 but, of course, it's not my first time racing at Spa. It's one of the favourite circuits of every driver, it's definitely in the top five, if not higher. It's so very challenging. I think it's a track which is always nice to go and drive any racing car.

"This year with more power than 2021, more downforce than, for example, my WEC appearances in LMP2, it will give us more grip, more power and less weight. All these three factors will make Oreca P2 car faster, and this is what every driver likes.

"Additionally, there have been some resurfacing around the track where it

looks like it's delivering very good grip. So, I'm looking forward to going around this amazing track.

"I said, it's a very challenging track, from both the driving point of view, but also the set-up point of view, as there are a lot of medium to high-speed corners.

"You want to carry downforce, which helps you going fast around those challenging places. On the other hand, there are a lot of straight lines, so you are always looking for a good, efficient car around those long straight lines. So, it's always compromised.

"In addition to this, there is a bit of uncertainty regarding the condition of the track and grip level will have. As we know from the past, depending on the temperatures, depending on the status of the track, the lap time delta can be big because it's such a long track. It's very easy to be very fast when it's cold. In August, it's summer so, normally, it should be much warmer.

"Everyone knows the track very well. But still, you never know how it will be and how it will feel around Spa. That's why I'm excited to race in Spa."



You are also racing a Ferrari 499P in the Hypercar class of the FIA World Endurance Championship this season. How does the Oreca 07 compare to the Ferrari, especially here at Spa where you raced in the WEC back in May. Also how do these two sportscars compare to the other cars you've raced in your career?

RK: "It's difficult to compare both categories, although this year has unlocked the potential of the Oreca LMP2 car, which gives us very similar lap times around the track.

"Depending on the car characteristic, specifically around Spa, I think it will be very close, but it will be impossible to compare because of the different tarmac. But the way you develop a lap time is completely different.

"I think the Oreca is a very nice endurance car. A prototype, a very simple prototype which delivers a friendly way of driving. I always attribute these words to this car since my first days in 2021.

"On the other hand, you have quite complex regulations built around Hypercar with hybrid and with 4x4. It's not as straightforward and it requires a different way of driving.

"The main factor which has the biggest influence on driving and the lap time is weight. The LMP2 car is much lighter than the Hypercars, so especially around the high-speed corners, you feel the weight, you feel the different approach. Depending on the corner, let's say characteristic one car or the other can be faster or slower.

"The goal and the target of a racing driver is always the same, which is to maximize your potential, to maximize and extract maximum from the package, so from the car, from the tyres. In the end, this is

what you are trying to achieve, to extract maximum from yourself and from the package you have."

Looking ahead to this weekend, what are your thoughts on the race and what is the goal for you and the team?

RK: "The goal will be to focus on ourselves, to try to be on top as much as we can of every single detail and, hopefully, we'll be competitive. Of

course, the pace of the packages is very important, but it's not all.

"We have to make sure we extract the maximum from every single detail, and you are never sure what you will get when you are going to the ELMS races.

"So let's hope Spa will be a good one for us but, definitely, it will not be an easy one. We will have to stay sharp, stay focused and try to do our best."



EUMS

EUROPEAN SERIES **LE MANS**

WATCH LIVE ON YOUTUBE 

ALL RACES ARE LIVE-BROADCASTED ON OUR YOUTUBE CHANNEL



SPOTTER GUIDE

LMP2

#9 IRON LYNX - PROTON

Ried J. - Capietto M. - Cairoli M.



Oreca 07 - Gibson



#10 VECTOR SPORT

Cullen R. - Richelmi S. - Drugovich F.



Oreca 07 - Gibson



#14 AO BY TF

Edgar J. - Delétraz L. - Kubica R.



Oreca 07 - Gibson



#22 UNITED AUTOSPORTS

Ugran F. - Sato M. - Hanley B.



Oreca 07 - Gibson



#23 UNITED AUTOSPORTS

Garg B. - Scherer F. - Di Resta P.



Oreca 07 - Gibson



#25 ALGARVE PRO RACING

Kaiser M. - Caldwell O. - Lynn A.



Oreca 07 - Gibson



#27 NIELSEN RACING

Heinemeier Hansson D. - Perderson M. - Stevens W.



Oreca 07 - Gibson



#28 IDEC SPORT

Siebert M. - De Gerus R. - Van Ultert J.



Oreca 07 - Gibson



#30 DUQUEINE TEAM

Lindh M. - Simmenauer J.B. - Allen J.



Oreca 07 - Gibson



#34 INTEREUROPOL COMPETITION

Gray O. - Novalak C. - Ghiotto L.



Oreca 07 - Gibson



#37 COOL RACING

Fluxa L. - Jakobsen M. - Miyata R.



Oreca 07 - Gibson



#43 INTEREUROPOL COMPETITION

Alvarez S. - Lomko V. - Dillmann T.



Oreca 07 - Gibson



#47 COOL RACING

Bennett C. - Habsburg F. - Vesti F.



Oreca 07 - Gibson



#65 PANIS RACING

Maldonado M. - Milesi C. - Leclerc A.



Oreca 07 - Gibson



SPOTTER GUIDE

PRO/AM

#3 DKR ENGINEERING 

Latorre Canon A. - Bölükbaşı C. - Hörri L.



Oreca 07 - Gibson



#19 TEAM VIRAGE 

Wells. A - Bell M. - Piquet Jr. N.



Oreca 07 - Gibson



#20 ALGARVE PRO RACING 

Lentoudis K. - Bradley R. - Quinn A.



Oreca 07 - Gibson



#21 UNITED AUTOSPORTS 

Schneider D. - Meyrick A. - Albuquerque P.



Oreca 07 - Gibson



#24 NIELSEN RACING 

Falb J. - Noble C. - Yelloly N.



Oreca 07 - Gibson



#29 RICHARD MILLE BY TDS 

Sales R. - Beche M. - Saucy G.



Oreca 07 - Gibson



#77 PROTON COMPETITION 

Roda G. - Viscaal B. - Binder R.



Oreca 07 - Gibson



#83 AF CORSE 

Perrodo F. - Vaxivière M. - Rovera A.



Oreca 07 - Gibson



SPOTTER GUIDE

LMP3

#4 DKR ENGINEERING

Mattschull A. - Garcia B. - Brichacek W.



Duqueine M30 - D08 - Nissan



#5 RLR M SPORT

Dayson J. - Ali D. - Voisin B.



Ligier JS P320 - Nissan



#8 TEAM VIRAGE

Gerbi J. - Pinheiro B. - Henrion G.



Ligier JS P320 - Nissan



#11 EUROINTERNATIONAL

Bell M. R. - Ali A.



Ligier JS P320 - Nissan



#12 WTM BY RINALDI RACING

Kratz T. - Weiss L. - Tunjo O.



Duqueine M30 - D08 - Nissan



#15 RLR M SPORT

Jensen M. - Adcock N. - Julien G.



Ligier JS P320 - Nissan



#17 COOL RACING

Cristóvão M. - Oltramare C. - Espirito Santo M.



Ligier JS P320 - Nissan



#31 RACING SPIRIT OF LÉMAN

Wolff J. - Foubert J.-L. - Doquin A.



Ligier JS P320 - Nissan



#35 ULTIMATE

Rossi L. - Lahaye J.-B. - Lahaye M.



Ligier JS P320 - Nissan



#88 INTEREUROPOL COMPETITION

Bukhantsov A. - Askey K. - Perino P.



Ligier JS P320 - Nissan



SPOTTER GUIDE

LMGT3

#50 FORMULA RACING



Laursen J. - Laursen C. - Nielsen N.



Ferrari 296 LMGT3



#51 AF CORSE



Samani C.-H. - Collard E. - Varrone N.



Ferrari 296 LMGT3



#55 SPIRIT OF RACE



Cameron D. - Perel D. - Griffin M.



Ferrari 296 LMGT3



#57 KESSEL RACING



Kimura T. - Masson E. - Serra D.



Ferrari 296 LMGT3



#59 RACING SPIRIT OF LÉMAN



Deboer D. - Stevenson C. - Hasse Clot V.



Aston Martin Vantage AMR LMGT3



#60 PROTON COMPETITION



Schiavoni C. - Cressoni M. - Andlauer J.



Porsche 911 GT3 R LMGT3



#63 IRON LYNX



Hamaguchi H. - Jefferies A. - Caldarelli A.



Lamborghini Huracan LMGT3 EVO2



#66 JMW MOTORSPORT



Hartshorne J. - Tuck B. - Keen P.



Ferrari 296 LMGT3



#85 IRON DAMES



Bovy S. - Frey R. - Gattling M.



Porsche 911 GT3 R LMGT3



#86 GR RACING



Wainwright M. - Pera R. - Rigon D.



Ferrari 296 LMGT3



#97 GRID MOTORSPORT BY TF



Berry M. - Hanafin L. - Adam J.



Aston Martin Vantage AMR LMGT3



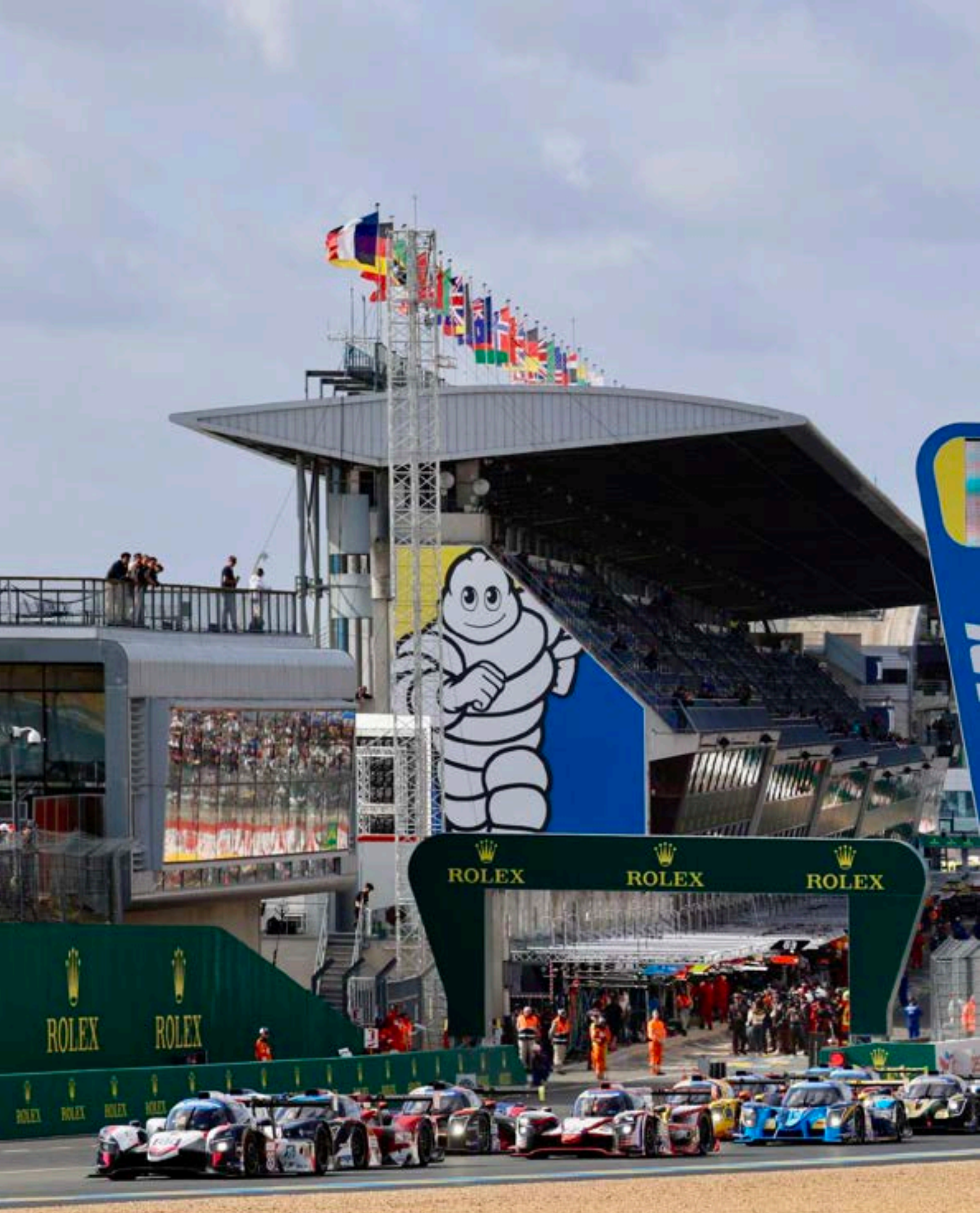


LE MANS CUP





FABIEN MICHEL WILL BE LOOKING FOR HIS THIRD POLE OF THE SEASON FOR R-ACE GP IN BELGIUM



ANOTHER HUGE GRID FOR ROAD TO LE MANS

A step up the ladder of racing success

The Michelin Le Mans Cup is once again proving to be the place to be for amateur and young professional drivers looking to gain valuable experience in endurance racing. The 2024 season has attracted a strong mix of young talent and experienced drivers, with 39 LMP3 and GT3 cars ready to fight for the podium at Spa-Francorchamps. The grid is divided into two classes: LMP3 and GT3 with the race lasting 1 hour and 50 minutes. Each driver must drive for at least 45 minutes, with a mandatory timed pitstop at the midpoint of the race. All cars in the Le Mans Prototype 3 category are built according to the ACO LMP3 technical regulations, with four different chassis to choose from: Ligier, Duqueine, Adess and Ginetta, with Ligier and Duqueine being the chassis of choice for all teams this season. The LMP3 grid will see 29 cars lining up for the race on Saturday, with 26 Ligier JS P320 against 3 Duqueine M30-D08. The team champions from the past three seasons, Team Virage, Racing Spirit of Lemans and Nielsen Racing, are once again competing to add another European title to their trophy cabinet but they are being challenged this year by the reigning Michelin Le Mans Cup champions COOL Racing.

Le Castellet winners David Droux and Adrien Chila lead the LMP3 standings, with the no97 COOL Racing Ligier on 47.5 points after a good points haul at Le Mans in June. They are just 7.5-points ahead of the no20 High Class Racing Ligier-Nissan of Jens Moller and Tommy Foster, who are on 40 points. Jens Moller made MLC history by becoming the first driver in the series to win a race in both LMP3 and GT3.

While the R-ace GP duo of Fabien Michal and Hadrien David are also on 40 points with Foster and Moller after three rounds, the Anglo-Danish pairing are classified in second thanks to the win at the opening race in Spain.

Belgium will be represented by former MLC podium finisher Eric De Doncker, who returns to the series with ANS Motorsport, joining French teammate Nicolas Schatz in the no6 Ligier-Nissan.

The GT3 grid in Barcelona will feature 11 cars from 5 different manufacturers – Aston Martin, Audi, Ferrari, Lamborghini and Porsche. AF Corse, with Matt Kurzejewski and Alessandro Balzan won the first two races in Spain and France and took two further podium finishes at Road To Le Mans. The American teammates hold a comfortable 26-point lead at the head of the GT3 standings after three rounds in the no51 AF Corse Ferrari 296 GT3 on 64.6 points. Former champions Kessel Racing are second and third in the battle for the 2024 title, with the no12 Ferrari 296 GT3 of Frederic Jousset and David Cleto Fumanelli on 33.5 pts and the no88 AF Corse run 296 of Custodio Toledo and Riccardo Agostini on 30.5 points after three rounds.

There are two further Ferrari 296 GT3s on the grid, with AF Corse entering a second Ferraris and Biogas Motorsport entering the other 296.

Former 24 Hours of Le Mans winner and ELMS LMGTE Champion Darren Turner will race in the MLC for the Blackthorn team alongside Claude Bovet in the first of two Aston Martin Vantage, the other run by Grid Motorsport by TF.

There will be three Porsche 911 GT3 R (992) on the grid, with High Class Racing running one of the cars, Proton Huber Competition and Herberth Motorsport the other two.

The grid is completed by an Audi R8 LMS run by race winners Steller Motorsport and a Lamborghini Huracan GT3 EVO2 run by Iron Dames for the all-female crew of Celia Martin and Karen Gaillard. The friendly and welcoming paddock offers open access for the thousands of fans to get up close and enjoy the Michelin Le Mans Cup, with both the qualifying and race taking place on Saturday 24 August.

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*According to the weighted average score according to Brand & Communication Monitoring realized by Kantar with consumers in 10 countries (France, Italy, Spain, Germany, UK, USA, China, Poland, Turkey, Thailand) in 2022, on Michelin's demand.



MATT KURZEJEWSKI: TAKING ON THE EUROPEAN CHALLENGE

American Matt Kurzejewski has taken to racing in Europe like the proverbial duck to water, taking four podiums, including two wins in Barcelona and Le Castellet, one from pole, from the first four races of the 2024 Michelin Le Mans Cup alongside his teammate Alessandro Balzan.

The two teammates have been the class of the GT3 field in the no51 AF Corse Ferrari 296 GT3 and are currently 26 points ahead of their nearest rivals as the second half of the season gets underway this weekend in Spa-Francorchamps.



So how would Matt Kurzejewski sum up the season so far?

“The season has been a great experience,” he admitted. “Alessandro and I have put in a lot of work, which started in January to prepare for the season.

“AF Corse is an incredible team, working with them has been very exciting. The resources and efforts invested in their program is at the highest level and our results are a reflection of their program.”

So have there been any low points?

“The only low we’ve encountered this season was before the Barcelona season start during pre-season testing. I struggled to find confidence in the car and I felt I needed to compete at an acceptable level which is probably why I invested a large amount of effort prior to the season start.”



As someone who has raced extensively in the US, four of the six circuits are new to Kurzejewski, with Le Mans and Mugello the only two tracks he has experience of prior to his debut in the MLMC. So how is Matt finding the challenge?

“At first, the European Circuits were a nightmare for me. The more European circuits I gain experience at, the easier it is to overcome the learning curve. The European circuits have a much different flow than American circuits and require a different level of technical skill that I’ve worked to adapt to.”

This will be Kurzejewski’s debut at Spa-Francorchamps, so what are he thoughts on this circuit?

“Spa is an amazing circuit with rich history,” he said. “I consider myself fortunate to have the ability to race at Spa this season with the Michelin Le Mans Cup series. We tested Spa in April prior to Barcelona where I was able to experience the circuit for two entire days of rain filled track time. It was very intimidating to experience Spa for the first time in the rain, I believe I only had approximately 4 laps in the dry.

“Eau Rouge is definitely my favourite section although, Campus, Stavelot, Paul Frere and Blanchimont are a close second as they have a really nice rhythm.”

With a healthy 26-point lead in the championship, what would Matt consider a good result at Spa?

“Any result that is unimpeded by an expected incident such as contact, penalty or mechanical incident should yield an accepted result. We can’t expect to podium every race although, it would be disappointing to leave Spa without a podium!”

The GT3 category in the Michelin Le Mans Cup is highly competitive. How are is he finding the competition this year?

“At this level of motorsport, it is reasonable to expect a high level of competition everywhere,” Matt admitted. “I find the level of competition to be high at each event. I believe my pre-race preparation has contributed to our level of success amongst the other competitors and will continue to not be outworked.”

So what attracted Matt Kurzejewski to cross the Atlantic to compete in the Michelin Le Mans Cup?

“The series offers a great schedule with great tracks and is a great series to gain multi-class racing. Also, it’s an ideal series to gain ACO experience and exposure for drivers with dreams of competing in the World Endurance Championship and 24h of Le Mans.”

So what does Matt Kurzejewski do when he is not racing?

“I’d like to think of myself as a very normal person out of the race car and away from the racetrack. When I was younger, many years ago, I spent a bit of time racing stock cars in the United States. Prior to 2022, I had no experience in racing sports cars and had only been on a road course circuit three separate times.

“Growing up, I primarily played ice hockey until university. I definitely consider myself an athlete. Prior to returning to motorsport, I spent a lot of time golfing. During the summer, I stay active by participating in water sports. Training and maintaining physical fitness is a critical factor in my on track performance!

“My daily life looks very similar to a majority of the world, I work every day . I spend most of my efforts and time working to build my business. We operate in the Energy sector, oil and gas, and our presence is gaining traction in renewable resources. I live in a very small town, Mansfield, Pennsylvania (population 3,152).”



LE MANS CUP

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SPOTTER GUIDE

LMP3

#2 CD SPORT

Sarkissian S. H. - Gosselin W.



Ligier JS P320 - Nissan



#6 ANS MOTORSPORT

De Doncker E. - Schatz N.



Ligier JS P320 - Nissan



#7 NIELSEN RACING

Wells A. - Boyd W.



Ligier JS P320 - Nissan



#10 RACING SPIRIT OF LEMAN

Lapierre C. - Fossard M.



Ligier JS P320 - Nissan



#11 CD SPORT

Short C. - Chappard F.



Ligier JS P320 - Nissan



#13 M RACING

Cognaud A. - Ricci R.



Ligier JS P320 - Nissan



#20 HIGH CLASS RACING

Moller J. R. - Foster T.



Ligier JS P320 - Nissan



#26 BRETTON RACING

Stone B. - Skocdopole D.



Ligier JS P320 - Nissan



#27 P4 RACING

Ferguson A. - Hamilton-Smith L.



Ligier JS P320 - Nissan



#28 MV2S RACING

Woodward T. - Gutak V.



Ligier JS P320 - Nissan



#29 MV2S RACING

Zielonka J. - Mayer M.



Ligier JS P320 - Nissan



#34 INTER EUROPOL COMPETITION

Bukhantsov A. - Koen R.



Ligier JS P320 - Nissan



#42 STELLER MOTORSPORT

Caygill J. - Fielding S.



Duqueine M30 - D08 - Nissan



#43 INTER EUROPOL COMPETITION

Creswick T. - Gravlund S.



Ligier JS P320 - Nissan



#44 TEAM VIRAGE

Kolovos G. - Stefan M.



Ligier JS P320 - Nissan



SPOTTER GUIDE

LMP3

#50 REITER ENGINEERING



Felbermayr H. - Born M.



Ligier JS P320 - Nissan



#58 GG CLASSICS



Nakas G. - Ross F.



Ligier JS P320 - Nissan



#59 TEAM VIRAGE



Bittar O. - Gracia Filho R.



Ligier JS P320 - Nissan



#62 BRETTON RACING



Stone B. - Jensen T.



Ligier JS P320 - Nissan



#66 RINALDI RACING



Parrow S. - Keilwitz D.



Ligier JS P320 - Nissan



#67 HAEGELI BY T2 RACING



Decurtins P. - Ben S.



Duqueine M30 - D08 - Nissan



#71 RINALDI RACING



Aust S. - Fernandez-Laser F.



Ligier JS P320 - Nissan



#77 TEAM THOR



Gudmundsson A. - Noble C.



Ligier JS P320 - Nissan



#84 ANS MOTORSPORT



Lemoine J. - Trojani P.



Ligier JS P320 - Nissan



#85 R-ACE GP



Michal F. - David H.



Duqueine M30 - D08 - Nissan



#87 COOL RACING



Sweetnam J. - Closmenil A.



Ligier JS P320 - Nissan



#97 COOL RACING



Chila A. - Droux D.



Ligier JS P320 - Nissan



#99 MORE MOTORSPORT



Van Der Snel M. - Van Der Snel M.



Ligier JS P320 - Nissan



SPOTTER GUIDE

GT3

#12 KESSEL RACING

Jousset F. - Fumanelli D. C.



Ferrari 296 GT3



#18 HIGH CLASS RACING

Jones N. - Menzel N.



Porsche 911 GT3 R



#23 BIOGAS MOTORSPORT

Mayola Comadira J. - Carol Ybarra M.



Ferrari 296 GT3



#24 STELLER MOTORSPORT

Bentley A. - Walker J.



Audi R8 LMS



#51 AF CORSE

Kurzejewski M. - Balzan A.



Ferrari 296 GT3



#73 PROTON HUBER COMPETITION

Dreisow J. - Lauck M.



Porsche 911 GT3 R



#74 KESSEL RACING

Gilbert A. - Rueda Mateos F.



Ferrari 296 GT3



#83 IRON DAMES

Martin C. - Gaillard K.



Lamborghini Huracan GT3 EVO2



#88 AF CORSE

Toledo C. - Agostini R.



Ferrari 296 LMGT3



#91 BLACKTHORN

Bovet C. - Turner D.



Aston Martin Vantage GT3 Evo



#92 HERBERT MOTORSPORT

Noble S. - Hart J.



Porsche 911 GT3 R



LIGIER

EUROPEAN SERIES

SPA-FRANCORCHAMPS, THE FOURTH STOP FOR THE LIGIER EUROPEAN SERIES

Following the summer break, competitors in the Ligier European Series return to Spa-Francorchamps for round four of the season on 23 and 24 August. Twenty cars will battle this weekend in the Belgian Ardennes. The Iron Dames team makes its championship debut with the #85 Ligier JS2 R entered for 2023 F1 Academy champion Marta Garcia.

JS P4 Category: Team Virage in pursuit of its fifth success of 2024

Twelve JS P4s will be in action. Ben Caisley will drive solo in Nielsen Racing's #4 car. British team P4 Racing, present at the special round of Le Mans in June, returns to the Ligier European Series with its #27 Ligier JS P4, this time driven by Jeremy Ferguson. Fellow Japanese driver Ryuichirou Ohtsuka will join Yuki Tanaka in Pegasus Racing's #16 car.

Team Virage, with its two Ligier JS P4s, the #1 driven by Theo Micouris and Haydn Chance and the #66 driven by Jeronimo Berrio and Pedro Moreno, will target their fifth win of the season. Swiss duo Umberto and Jacopo d'Amato will share the #32 Team Virage for the second time this year. The Polish team's #1 entry currently tops the championship with 102 points. ANS Motorsport's #6 JS P4, driven by Iko Segret, is next, followed by RLR MSport's #77 Ligier JS P4 and Ian Aguilera with 59 points.



JS2 R Category: Pegasus Racing leads the way.

Eight cars will contend in the Ligier European Series GT category. Louis Stern will drive solo in Pegasus Racing's #18 JS2 R. Uruguayan Tomas Granzella will replace Cindy Gudet behind the wheel of the #53 from M Racing. The highly touted French female driver is recovering from an operation on her arm following an accident at Hockenheim in another championship.

The provisional standings in the JS2 R category are tight, with eleven points separating the top two teams. Pegasus Racing with the #18 driven by Louis Stern, who has scored 94 points, is followed by the #31 of ANS Motorsport driven by Clément Moreno, with 83 points. Pegasus Racing's #29, driven by Julien Schell and David Caussanel, is third on 83 points as well.



Iron Dames makes its first appearance in the Ligier European Series.

Iron Dames, which competes in the FIA World Endurance Championship, European Le Mans Series and Michelin Le Mans Cup, will participate in the Ligier European Series for the first time. The Italian team, renowned for promoting female racers, is joining forces with M Racing and will line up the #85 JS2 R for up-and-coming young driver Marta Garcia. The 24-year-old Spaniard, who began her career in karting at age 10, won the first season of the F1 Academy in 2023 with seven victories. Undoubtedly, she will be a formidable opponent for the JS2 R category competitors.

"I am thrilled to be joining the Ligier European Series with Iron Dames and M Racing at such a legendary circuit like Spa," comments Marta Garcia. "This will be my first experience in a GT car, and I am eager to take on this new challenge, learn and adapt as quick as possible. It's an exciting step in my career, and I'm happy to represent Iron Dames in this endeavor and grateful for the opportunity."



Spa Heat program

The Spa Heat promises two lively races on this legendary but highly technical and challenging circuit. The on-track action kicks off on Friday, 23 August, with two free practice sessions: the first from 9 am to 9:40 am and the second from 1:15 pm to 1:55 pm. The day will end with two qualifying sessions from 3:35 pm to 3:50 pm and then from 3:55 pm to 4:10 pm. Race one of the Spa Heat will take place on Saturday 24 August from 9:05 am to 10:05 am followed by race two from 12:50 pm to 1:50 pm. Both races will be streamed live on the series' YouTube channel and social networks.



CATEGORIES

A sport-prototype category with the Ligier P4.
 A GT category with the Ligier JS2R.

WEEKEND FORMAT

A weekend in the Ligier European Series is:
 Two 40-minute free practice sessions
 Two 15-minute qualifying sessions
 Two one-hour races.

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